

Werk

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An electric railway runs from Waterbury to the N. to (10 M.) *Stowe* (*Brick Hotel*, \$2), a favourite summer-resort amid the Green Mts. *Mt. Mansfield* (4364 ft.), the highest of the Green Mts., is ascended hence by a good road (9 M.) and affords a splendid *View. It has three distinct peaks, the *Forehead*, *Nose*, and *Chin*, of which the last is the highest. The road ends at the base of the *Nose* (*Summit Ho.*, \$2-3), whence a path ascends to the *Chin* (3/4-1 hr.). The view from the *Nose* is, however, almost as good, including *Lake Champlain* and the distant *Adirondacks*. *Mt. Mansfield* may also be ascended by a path on the W. side, leading from *Jeffersonville* through the *Smuggler's Notch*. — Excursions may also be made from *Stowe* to *Moss Glen Falls*, the *Camel's Hump* (see below), etc.

Camel's Hump (4090 ft.) is now seen to the S.W. (left) and may be reached from (223 M.) *North Duxbury* (road 3 M., path 3 M.). To the N. (right) we see the *Bolton Falls*. Beyond (237 M.) *Williston* we enjoy a retrospect of *Mt. Mansfield* and *Camel's Hump*.

From (241 M.) *Essex Junction* to (335 M.) *Montreal*, see R. 15a.

c. Viâ Concord, Plymouth, Wells River, and Newport.

343 M. BOSTON & MAINE RAILROAD to (235 M.) *Newport* in 7 1/2-8 hrs; CANADIAN PACIFIC RAILWAY thence to (103 M.) *Montreal* in 4-4 1/2 hrs. (fares as above). — This route runs viâ *Lake Winnepesaukee* (see below) and also forms one of the approaches to the *White Mts.* (p. 134; views to the right).

From *Boston* to (75 M.) *Concord*, see R. 15b. Our present line crosses the *Merrimac* and runs towards the N. About 4 M. from (84 M.) *Canterbury* is a large Shaker village. To the left rises *Mt. Kearsarge* (p. 130). On the hill above (93 M.) *Tilton* is a *Memorial Arch* (56 ft. high), erected in honour of the *Tilton* family. Beyond *Tilton*, where we leave the *Merrimac*, we cross and recross the *Winnepesaukee River* and skirt *Lake Winnisquam*. Ahead (left) rise the *Sandwich Mts.* 102 M. *Laconia* (*Eagle*, \$2-2 1/2). — 104 M. *Lakeport* (*Mt. Belknap Ho.*, \$2), at the extremity of *Long Bay*, an inlet of *Lake Winnepesaukee*, is the junction of a branch-line to (17 M.) *Alton Bay* (see below), at the S. end of *Lake Winnepesaukee*.

**Lake Winnepesaukee* or *Winnipiseogee* (470 ft.; 'Smile of the Great Spirit' or 'Beautiful Water in a High Place'), the largest lake in New Hampshire, is an irregularly shaped sheet of water, 25 M. long and 1-7 M. wide, surrounded by picturesque hills and dotted with innumerable islands. Its waters (10-300 ft. deep) are singularly clear and are well stocked with fish. The villages on the shores of the lake are favourite summer-resorts, and are centres for numerous charming excursions. Small steamers traverse the lake (see below), which is generally reached either at *Alton Bay*, *Weirs*, or *Wolfeborough* (see below).

Alton Bay (*Winnepesaukee House*, \$2) lies at the end of the narrow fjord, 5 M. long, forming the S. extremity of the lake. Among the excursions made from this point is the ascent of *Belknap Mt.* (2395 ft.; *View; afternoon-light best), 12 M. to the N.W. (carriage-fare there and back \$1 1/2). Nearer points of view are *Mt. Major*, *Prospect Hill*, and *Sheep Mt.* *Merry Meeting Lake* lies 3 M. to the E. Besides the above-mentioned route, *Alton Bay* is reached viâ *Lawrence* and *Dover* (see p. 107).

From *Alton Bay* a small steamer plies to (9 M.) *Wolfeborough* (*Kingswood*, \$2 1/2-3 1/2; *Sheridan*, *Wolfeboro Hotel*, \$2; many boarding-houses), the largest village on the lake (3020 inhab.), pleasantly situated on the E. bank. The favourite excursion is to *Copple Crown Mt.* (2100 ft.), 6 1/2 M. to the S.E. (carriage, \$1 1/2 each), the *View from which includes *Mts. Ossipee* and *Chocorua* to the N. (with *Mt. Washington* in the distance on a clear

day) and extends to the ocean on the S.E. *Tumble Down Dick*, to the N of Coplee Crown, also affords a good view. Wolfeborough may also be reached viâ Salem, Portsmouth, and Sanbornville (see p. 134).

From Wolfeborough steamers run across the lake to (14 M.) *Weirs* (comp. below; 80c.) and up the lake to (17 M.) *Centre Harbor* (80c.), both routes affording beautiful views, including Mt. Washington.

Weirs (*Hotel Weirs, Lakeside, Winnecoette*, \$2-3), on the W. side of the lake, is a popular summer camping-ground of various ecclesiastical and other bodies. It is a station on the B. & M. R. R. (see below), and steamers run to *Lakeport* (p. 131).

Centre Harbor (600 ft; *Senter Ho.*, with good lawn-tennis courts, \$2½-3; *Moulton*, \$2-2½; boarding-houses), at the N.W. extremity of the lake, is, perhaps, the pleasantest point to sojourn. About 4 M. to the N.W. (carr. to the foot, bridle-path to the top 1½ M.) rises *Red Hill* (2038 ft.), commanding a splendid *View, with the Sandwich Mts. (Chocorua, etc.) to the N. and N.E. To the W. of Red Hill, about 3 M. from Centre Harbor, lies *Squam Lake*, a smaller edition of Lake Winnepesaukee (*Asquam Ho.*, on Shepard Hill, on the W. bank). *Centre Harbor Hill* (1 M.) is a good point of view. Drives may be taken 'Round the Ring', to *Ossipee Park*, to *Plymouth* (see below), etc. — Coaches run from Centre Harbor to (18 M.) *West Ossipee*, whence *Mt. Chocorua* (3508 ft.; *View), one of the most finely shaped mountains in New England, may be ascended viâ *Tamworth*.

From *Lakeport* (p. 131) the train runs to the N. along the bays on the W. side of Lake Winnepesaukee. 109 M. *Weirs* (see above); 112 M. *Meredith*, 5 M. from *Centre Harbor* (see above). To the right is *Lake Waukegan*. We now turn away from Lake Winnepesaukee. 121 M. *Ashland*. At (123 M.) *Bridgewater* we cross the *Pemigewasset* (g soft; 'place of crooked pines').

126 M. *Plymouth* (**Pemigewasset Ho.*, \$2-4, meal-station; *Livermore Ho.*, \$2), in the beautiful valley of the *Pemigewasset*, 7 M. to the W. of *Squam Lake* (see above). A good view is obtained from *Walker's Hill*, close to the village; and **Mt. Prospect* (2070 ft.), 4 M. to the N.E., commands a splendid panorama of the Franconia Mts. (N.), Sandwich Mts., and Lake Winnepesaukee. *Plymouth* is known for its buckskin gloves, and contains the old court-house where Daniel Webster made his first plea. Nathaniel Hawthorne died at the *Pemigewasset House* in 1864.

FROM PLYMOUTH TO LINCOLN, 21 M., railway in 1 hr. This line ascends the *Valley of the *Pemigewasset* and leads to the heart of the *Franconia Mts.* (see p. 142). Fine views. — 20 M. *North Woodstock* (**Deer Park Hotel*, \$3½; *Fair View*, \$2) is finely situated at the S. end of the **Franconia Notch*, 10 M. from the *Profile House* (see p. 142; stage). — 21 M. *Lincoln*.

Our train now ascends the valley of the *Baker River*. Small stations. 145 M. *Warren* (*Moosilauke Ho.*, \$2) is the starting-point of the stage to the (10 M.) top of **Mt. Moosilauke* ('bald place'; 4790 ft.), which has been conspicuous to the right for some time (*Tip-Top Ho.*, at the top, \$3; *The Moosilauke*, at the base, \$3). The *View of the White Mts., the Franconia Mts., and the Connecticut Valley is very fine. — Near (150 M.) *Warren Summit* (1060 ft.), the highest point on the line (path to the top of Mt. Moosilauke, 5 M.), the train passes through a deep rock-cutting. At (168 M.) *Woodsville*, at the mouth of the *Ammonoosuc* (p. 139), we cross the *Connecticut* to —

169 M. **Wells River** (*Rail. Restaurant*), where our line joins the Passumpsic Division of the Boston and Maine Railroad. Wells River is also the junction of lines to the *White Mts.* and *Montpelier* (see below).

FROM WELLS RIVER TO GROVETON JUNCTION, 52 M., railway in $2\frac{1}{2}$ -3 hrs (fare \$1.90). This line runs into the heart of the White Mts. (see R. 16) and forms part of one of the regular through-routes from New York and Boston (comp p 131) The White Mt. expresses from the latter city do not cross the river at Wells River. — The train ascends along the *Ammonoosuc*. 4 M. *Bath*; 9 M. *Lisbon*; 15 M. *Sugar Hill* (village, see p. 144); 20 M. *Littleton* (Chiswick Inn, from \$ 3; Thayer s, The Maples, \$2-3), a pleasant resort, from which stages run to (6 M.) *Franconia* (p. 144). — 25 M. *Wing Road* is the junction of the line to (4 M.) *Bethlehem Junction*, (8 M.) *Twin Mt. House*, (11 M.) *Zealand*, (12 M.) *White Mt. House*, and (13 M.) *Fabyan's* (comp. p. 141). [From Bethlehem Junction a narrow-gauge railway runs to (2 M.) *Maplewood*, (3 M.) *Bethlehem Street*, and (10 M.) the *Profile House*; see p. 123.] — 31 M. *Whitefield* (p. 139), the junction of a line to Jefferson, Gorham, and Berlin (see p. 122); 42 M. *Lancaster* (see p. 123). — 52 M. *Groveton Junction*, see p. 122.

FROM WELLS RIVER TO MONTPELIER, 39 M., railway in $1\frac{3}{4}$ hr. — 23 M. *Marshfield* (1140 ft.). — 39 M. *Montpelier*, see p. 130.

Beyond (181 M.) *Barnet* we leave the valley of the Connecticut, which bends to the N.E., and ascend along the *Passumpsic*, which we cross 25 times in 24 M. — 190 M. **St. Johnsbury** (*St. Johnsbury Ho.*, *Avenue Ho.*, \$2-2 $\frac{1}{2}$), a busy little town of 6567 inhab., with the *Fairbanks Scales Works* (700 hands), a *Soldiers' Monument*, a *Museum of Natural Science*, and an *Art Gallery*. It is the junction of lines to (22 M.) *Lunenburg* (p. 124) and (96 M.) *Swanton* (p. 128). — 199 M. *Lyndonville*, with the *Great Falls of the Passumpsic*. About 6 M. to the N.E. of (208 M.) *West Burke* lies the beautiful *Willoughby Lake*, between *Mt. Annanance* (2500 ft.) and *Mt. Hor* (1500 ft.). At (213 M.) *Summit Station* (1050 ft.) we cross the watershed between the Connecticut and the St. Lawrence.

235 M. **Newport** (700 ft.; **Memphremagog Ho.*, \$2-3; *Newport Ho.*, \$1 $\frac{1}{2}$ -2), a village with 3000 inhab., is prettily situated at the head (S. end) of *Lake Memphremagog* and is a good centre for excursions. Good view of the lake from *Prospect Hill*. *Jay Peak* (4018 ft.), 12 M. to the W., commands a wide prospect.

**Lake Memphremagog* ('beautiful water'; 470 ft.), a lovely sheet of water, 30 M. long and 2-4 M. wide, lies one-fifth in Vermont and four-fifths in Canada. It is enclosed by rocky shores and wooded hills, and its waters abound in lake-trout (*salmo conifinis*), pickerel, perch, and bass.

A small steamer plies daily between Newport (see above) and *Magog*, at the N. end of the lake (there and back about 6-7 hrs.). Passing *Indian Point* and the *Twin Sisters*, we cross the Canadian line near *Province Island*. On the W. (left) shore we stop at (12 M.) the *Owl's Head Hotel* (\$2-3), at the foot of the prominent *Owl's Head* (3270 ft.), which is ascended hence in $1\frac{1}{2}$ $2\frac{1}{2}$ hrs. The 'View includes, on a clear day, Montreal and the Green, White, and Adirondack Mts. Farther on the steamer passes *Long Island* and calls at some small landings. On the E. shore are the country-houses of several wealthy Montrealers, and on the W. rises *Mt. Elephantus* (Revere Ho.). *Georgeville* (Camperdown Hotel), on the E. bank, 2) M. from Newport, is a quiet and inexpensive watering-place. — *Magog* (*Park's House*), at the N. end of the lake, at its outlet through the *Magog River*, is a good-fishing-station and is connected by railway (C P R)

with (19 M.) *Sherbrooke* (p. 122). *Mt. Orford*, 5 M. to the W., affords a good view of the Canadian pine-forests to the N. and W.

From Newport our line runs towards the N.W. to (266 M.) *Richford*, where we cross the Canadian frontier. Hence to (343 M.) *Montreal*, see *Baedeker's Canada*.

Montreal is also reached from Newport by the Grand Trunk Railway via *Stanstead Junction*, *Massawippi*, *Lennoxville*, and *Sherbrooke* (comp. *Baedeker's Canada*).

d. Viâ Portsmouth and North Conway.

365 M. BOSTON AND MAINE RAILROAD to (139 M.) *North Conway* in 5-5½ hrs.; MAINE CENTRAL RAILROAD thence to (50 M.) *Lunenburg* in 2½-2¾ hrs.; ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD thence to (23 M.) *St. Johnsbury* in ¾-1 hr.; BOSTON AND MAINE RAILROAD thence to (45 M.) *Newport* in 1½-2 hrs.; CANADIAN PACIFIC RAILWAY thence to (109 M.) *Montreal* in 4-4½ hrs. (through-fare \$ 10.50). Passengers for *Quebec* (fare \$ 11; sleeper \$ 2.50) may travel either viâ *Quebec Junction* and the *Upper Coos R. R.* (p. 123) or viâ *Sherbrooke* and the *Quebec Central R. R.* (p. 121). — This line forms the shortest and quickest approach to the White Mts. (R. 16) and is also one of the regular routes to Lake Winnepesaukee (see p. 131).

From Boston to (57 M.) *Portsmouth* and (67 M.) *Conway Junction*, see R. 9a. — Our line here diverges to the left (W.). 69 M. *South Berwick*; 70 M. *Salmon Falls* (p. 107); 73 M. *Sommersworth*. — 79 M. *Rochester* (*Dodge's, City, Brunswick, Wrisley*, \$ 2), a small manufacturing town with 4683 inhab., is the junction of lines to (29 M.) *Portland* (see p. 107) and to (18 M.) *Alton Bay*, on *Lake Winnepesaukee* (see p. 131). — 87 M. *Milton*. From (97 M.) *Sanbornville* (Rail. Restaurant) a branch-line runs to (12 M.) *Wolfeborough*, on *Lake Winnepesaukee* (see p. 131). Beyond (116 M.) *Ossipee Centre* we have a view of *Lake Ossipee* to the right. 122 M. *West Ossipee*. To the left are seen the *Ossipee Mts.* and the *Sandwich Mts.* (p. 131), with the finely-shaped *Chocorua* as their Eastern flanker. We pass between *Elliot Pond* (left) and *Silver Lake* (right). Near (126 M.) *Madison* is the largest erratic boulder (granite) known in the United States, and probably in the world (75 ft. long, 40 ft. wide, 30-37 ft. deep; prob. weight 7-8000 tons). 133 M. *Conway* (*Conway Ho.*, \$ 2-3), on the *Saco River*, is a quieter centre than N. Conway for the many pleasant excursions of this region. *Moat Mt.* (p. 137) is conspicuous on the left, and *Mt. Kearsarge* (p. 137) on the right.

139 M. *North Conway*, see p. 136. From North Conway to (212 M.) *St. Johnsbury*, see R. 14b; from *St. Johnsbury* to —

365 M. *Montreal*, see R. 15c.

16. The White Mountains.

The chief ROUTES FROM BOSTON to the White Mts. are given at p. 131 and above. The main gateways are *North Conway* (p. 136), reached in 4½-8 hrs. (return-fares \$ 6¼-9 acc. to route); *Bethlehem* (p. 142; 7 hrs.; \$ 9-10); and *Plymouth* (p. 132; 3½ hrs.; \$ 4¾-5¼).

The chief direct ROUTE FROM NEW YORK is viâ *Wells River* to *Fabyan's* or *Bethlehem* (comp. R. 20a; 10½ hrs.; return-fare \$ 17), but many travellers